

New Bottling Plants

1816. SHRI KRISHNA KUMAR BIRLA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) whether the public sector oil companies propose to set up more bottling plants in the country;
- (b) if so, the locations identified for setting up of such bottling plants and the total investment to be made therein;
- (c) the target date of completion of such bottling plants and their capacities; and
- (c) the steps taken by Government to enhance the existing capacities of various bottling plants?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURALGAS (SHRI SAHITOSH GANGWAR): (a) to(d)LPG to set up on the basis of techno economic feasibility after taking into consideration the demand potential of packed LPG. LPG bottling plants are located nearest to the consumption centres with a view to achieving maximum transportation economies. In order to meet the future packed LPG demand, plans have been drawn by Oil Industry to augment the LPG bottling capacity in the country from 5595 TMTPA as on 1.4.2001 to 8070TMTPA by the end of 9th plan (2001-2002). The commissioning of a bottling plant usually takes about 24 months time from the date of land takeover. Cost of bottling plant also varies from location to location depending upon the cost of land and other allied factors.

Study on ULSD

1817. SHRI A. VIJAYA RAGHAVAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) whether it is a fact that according to a scientific study ULSD is better than CNG;
- (b) whether it is also a fact that the diesel which is available in Delhi is far cleaner than the diesel used in Europe and in some European countries the sulphur contents in diesel has been reduced to 0.005 percent terming as ULSD whereas in Delhi it has been reduced to 0.05 percent terming it as LSD and not ULSD; and

(c) if so, what is Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI SANTOSH GANGWAR): (a) Suitability of any auto fuel like petrol, diesel, CNG depends on various factors like type of vehicle, its engine technology & design, maintenance requirements, performance, reliability, costs, local conditions etc.

(b) and (c) In Delhi, the diesel specifications are as per Bharat Stage-II norms (equivalent to EURO-II norms) in which the sulphur content is 0.05% max. In Europe the fuel specifications are as per EURO-III norms (sulphur content is 0.035% max.). Engine technologies that need diesel having sulphur content lower than 0.05% max. are yet to be developed/tested in the country and ultra-low sulphur diesel is, therefore, not required at present.

ONGC Videsh Project in Russia

1818. SHRIR.RGOENKA:

SHRISUREHPACHOURI:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is fact that the ONGC Videsh Ltd. is investing Rs. 8,136 crores to buy a 20 percent stake in the Russian Oilfield Sakhalin-I;

(b) if so, the details thereof;

(c) whether it is a fact that the investment is commercially unsound and was signed with unprecedented haste and by-passing the procedures, as detailed in an article entitled Slippery Deal which appeared in the India Today dated the 11th June, 2001; and

(d) the details of the procedures followed to study the economics of the proposal and consultations held with the Ministry of Finance and others and their views, including dissents, at various stages?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI SANTOSH GANGWAR): (a) and (b) ONGC-Videsh Ltd.